



TRANSPORTATION OUTCOME INDICATORS

Outcome indicators have been set up as a means of monitoring the effectiveness of the Renfrewshire-wide actions identified through this document. The outcome indicators include targets as follows:

Road Safety Performance Casualty Targets

"Casualties are reduced in line with the targets set nationally by Government based on percentage reduction by 2010 on the 1994-98 average."

40% reduction on the number of killed and seriously injured accidents.

50% reduction in the number of child killed or seriously injured.

10% reduction in slight casualties

Road Safety Performance Speed Reduction Targets

"Traffic speeds measured within 30mph limits at longterm monitoring sites show that the average speed is 37mph. Reduce this to 34mph by 2011."

Road Service Level Performance Target

"Stabilise Journey run times (on all 8 routes used to measure journey times annually), so that year on year journey times correlate directly with traffic growth (ie.if there is no traffic growth, journey times will remain the same.)"

Sustainable Transport Target

"Local traffic growth is stabilised so that it does not exceed 0.5% per year (this is consistent with traffic growth from 1999 – 2006)."

Network condition Targets

Definitive targets on road carriageway condition will be established when the asset management process has been completed. This is anticipated in 2007.

Healthy Travel Options Targets

"Increase the incidences of walking to work from 11% to 13% by 2015."

"Increase the percentage of journeys under 2km undertaken on foot from 64% to 70% by 2015."

This Local Transport Strategy sets out our vision for the next 10 to 20 years however the actions and programme will be reviewed and updated after 5 years. Monitoring will be undertaken on progress towards reaching the vision and annual reports will be published.



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LOCAL TRANSPORT STRATEGY

EXECUTIVE summary

2007

Local Transport Strategy

EXECUTIVE summary

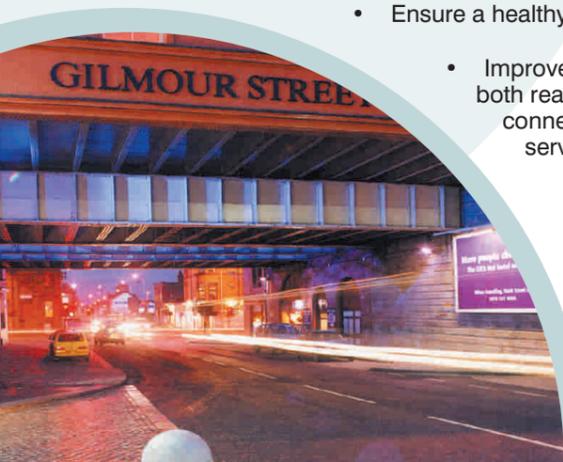
Transport links are particularly important to facilitate movement of people to jobs, shopping, health and leisure facilities; movement of materials and goods; and to provide access to the area for tourism and leisure pursuits for all. Renfrewshire's LTS sets out our vision and how we aim to achieve an integrated approach to transportation over the next 10 to 20 years. It sets out where the LTS complements and supports other strategies aimed at achieving the best possible quality of life for all who live, work, visit and carry out business in Renfrewshire.



The vision for Renfrewshire is that people can improve their health and travel to where they want to get to within a set timescale using all modes including walking, cycling, public transport or their car for essential trips; business can operate effectively and efficiently creating prosperity and job opportunities; visitors are attracted to enjoy the tourism facilities; and all this is accommodated without compromising our future environment and at best value to the council.

The LTS has 5 key objectives. We want the strategy to:

- Regenerate the local economy wherever possible.
- Extend opportunities for all by :
 - combating poverty and promoting equality including supporting behavioural change,
 - encouraging healthier lifestyles,
 - encouraging a choice of transport options and
 - improving access for all, including the mobility impaired.
- Ensure a healthy and sustainable environment.
 - Improve community safety and security, both real and perceived, and increase connectivity between settlements and services.
 - Encourage integration of services and an integrated approach by public bodies whilst achieving best value.



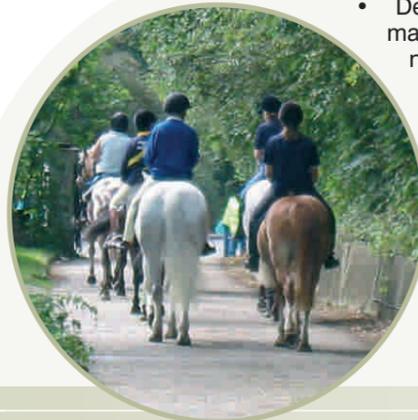
The LTS sets down actions the council intends to take forward in order to achieve our 5 key objectives. In brief, the key actions will seek to:

- Ensure that all Renfrewshire residents have the means to get to jobs, social, health and leisure facilities at all times of the day and that goods can be moved to where they are required when they are needed.
- Resolve traffic congestion on the M8 and A737 and rail capacity at peak periods such that economic growth is supported without constraints imposed by transport.
- Maintain roads, bridges, street lighting and furniture to a standard which ensures public safety and the most cost effective combination of structural repairs and cyclic maintenance.
- Continue and develop strategies for travel planning and parking which reduce the growth of trips by private car and achieve a shift to walking, cycling, public transport and car sharing thus having a positive impact upon air quality and climate change.
- Reduce road casualties in line with National targets and seek to address the underlying causes of many actions, namely, speeding drivers.
- Improve the health and well being of its residents and visitors through promoting healthier travel choices for both leisure and commuting.



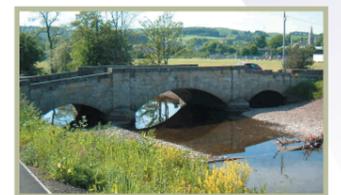
The transport strategy will be delivered through actions in:-

- Marketing what is available and encouraging positive behavioural change.
- Managing our existing pedestrian, cycle and roads network and ensuring that it is put to best use.
 - Developing our network in such a way as to maximise potential without compromising future needs.
 - Maintaining our existing resources in a way that does not compromise future facilities.



The LTS sets out our ISSUES, AIMS and ACTIONS that are complementary in dealing with issues that are Renfrewshire wide. These include dealing with:

- Strategic road and rail connections
- Network maintenance
- Demand Management
- Road and Community safety
- Walking and cycling strategy
- Road network performance
- Biodiversity



In addition, the LTS sets out ISSUES, AIMS and ACTIONS for each of the 15 settlements in Renfrewshire.

The Transport Strategy is aimed at having a positive impact upon the economy, the environment, social inclusion, integration, safety, health, climate change and on air quality in Renfrewshire and beyond. The strategy supports and is supported by the draft Strathclyde Partnership for Transport Strategy and the National Transport Strategy.

Outcomes have been considered at two levels. Firstly, high level outcomes such as traffic growth and casualties are indicators of the collective success of the strategy. Secondly, targets have been set for every action which prescribes our anticipated outcome and when this will occur. The following sections therefore outline the high level outcome indicators and the specific delivery targets. The delivery targets and corresponding actions will correlate with the Department's Service Plan, which is approved at Council.

